

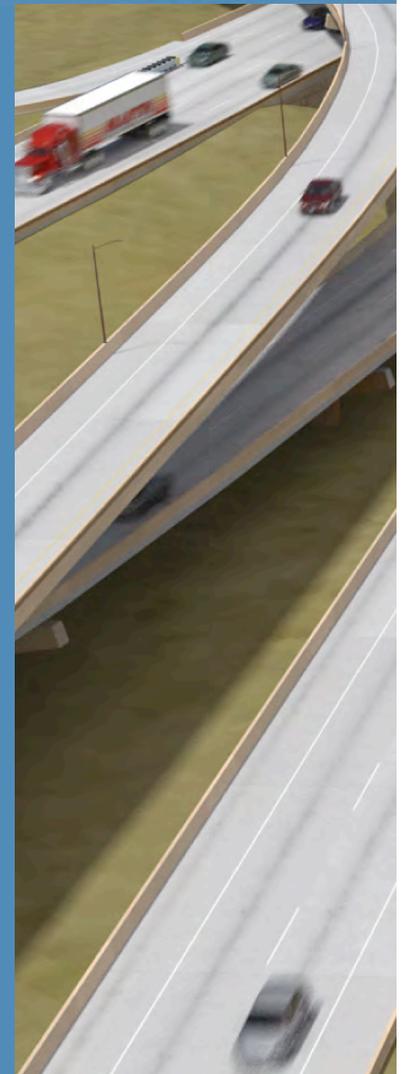
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DFW Connector Project

Bob Brown
TxDOT



Project Overview



- ▶ Developer: NorthGate Constructors
- ▶ \$1.02 billion design-build project
- ▶ Contract executed October 6, 2009
- ▶ Work began Feb. 17, 2010
- ▶ 19.1 percent of contract earned (\$177 million of \$926 million in construction as of Aug. 31, 2010)
- ▶ 18.7 percent of schedule complete (318 out of 1,702 days)
- ▶ Estimated completion: 2014

- ▶ Configuration 3
- ▶ May 15, 2009 Negotiated Scope
- ▶ Configuration 2 Deferred Construction

Project Overview

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- ▶ Reconstruction of existing facilities and addition of managed lanes
- ▶ ROW acquisition by developer
 - TxDOT pays purchase price for all right of way, other than Developer designated parcels
 - Developer responsible for acquisition services, other than for DFW Airport parcels
 - TxDOT to acquire DFW Airport parcels
- ▶ TxDOT option for three, five-year capital maintenance agreement with NorthGate Constructors

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NorthGate onstructors



Kiewit



ZACHRY

2008/09 Activities



February 2008 – NorthGate estimates the project.
July 2008 – Original bid is submitted.
September 2008 – BAFO process began

MARCH 26: Transportation Commission Conditional Award
APRIL/MAY: Transportation Commission negotiated Config. 2 scope with deferrals. Finalization of work scope.

JUNE/JULY: NorthGate and TxDOT Pre-Construction design activities. Joint Task Force Meetings: Quality, ROW, Utilities, Geotechnical

AUG/SEP: Preparation for contract execution and design submittals

OCTOBER: Interim design submittal and reviews.
NTP 1/signed contract on Oct 6th.
DEC: Approved project management plan & NTP2

2010 & Beyond Activities

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JAN/FEB: Began MOT, utility relocates, perimeter signage, groundbreaking and open house

2010 Highlights: ROW Acquisition, Main Street Bridge, new center lanes, continuous frontage roads from SH 121 south to SH 114 west from Bass Pro to Texan Trail

2010 Highlights: Switch traffic onto new SH 114 pavement at the end of 2010

Spring 2014: Traffic in final configuration

Innovations used

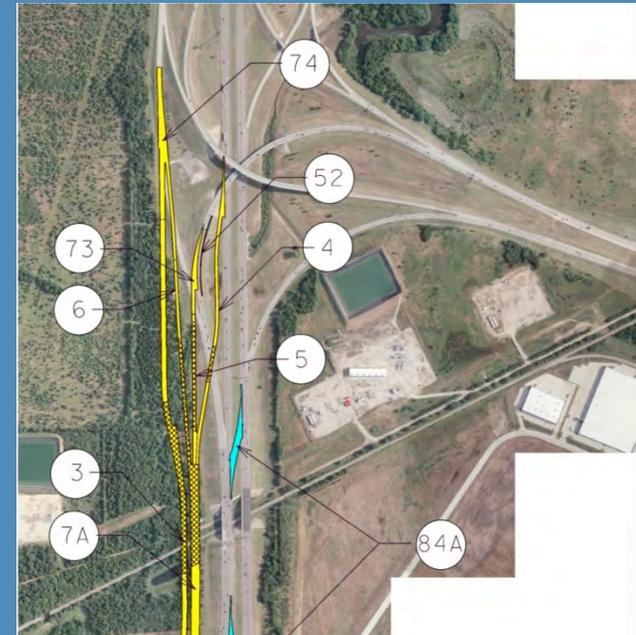
- ▶ Design Task Forces
 - Weekly meetings
 - Best technical solutions
 - Designer/contractor/owner-TxDOT/stakeholder participation
 - Coordination between design and construction



Innovations used

► Phasing of the Project

- Started during the procurement
- Focused on:
 - Maintaining existing capacity
 - Creating large efficient work areas
 - Minimizing full freeway closures
 - Minimize ROW and Utility conflicts
 - Create work areas unaffected by traffic
 - Create temporary configurations that are better than existing
- Organized by block:
 - break the mega-project into manageable pieces. Each piece is a small project that contributes to completing the mega-project.



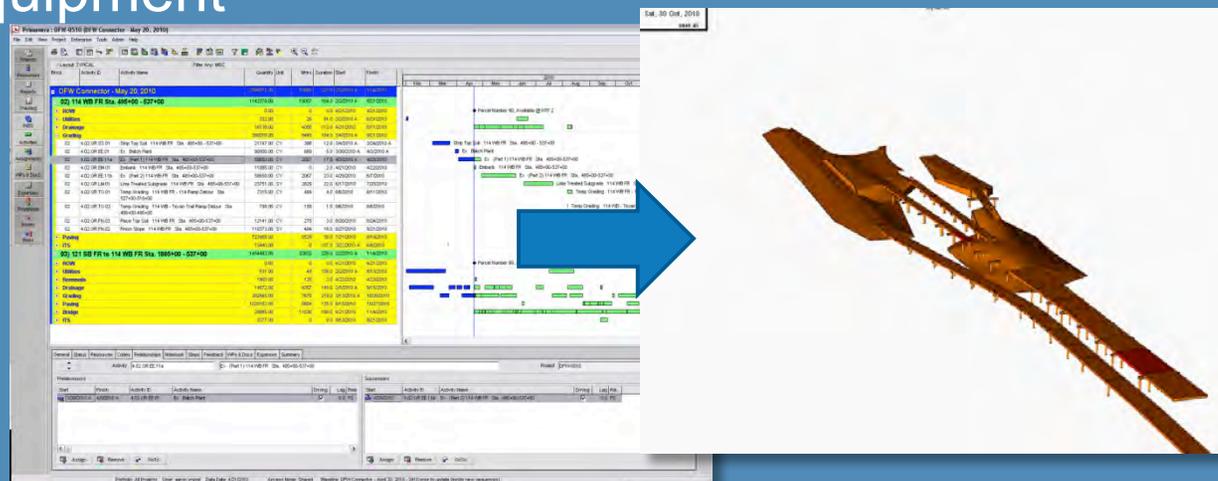
Block Phasing

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Innovations used

- ▶ 3-D Design
 - Better visualization
 - Identify and eliminate conflicts
 - Tied to our P6 schedule with Synchro
 - Able to download directly into our GPS controlled equipment





Innovations used

► Construction

- GPS grade control equipment
- Conduits for water and lime into the median
- Mobile Crushers
- Electronic tracking of equipment, trucks and materials



Unattended Weighing Systems

Cardinal's unattended systems provide an effective solution for unmanned vehicle weight management that is fast, accurate and easy to operate. Cardinal can also custom design the system to meet the specific requirements of your operation. Featuring the model 225 indicator with truck storage software in a weatherproof outdoor enclosure, the system is available with barcode badge reader or proximity badge reader, and/or ticket printer.

Cardinal's unattended weighing systems can be interfaced to WinVRS software for a complete vehicle weight management system. The WinVRS computer may be located any distance from the scale connecting via short haul modems or RF modems. With a wide variety of arrangements, please consult a Cardinal representative to discuss application requirements and for complete specifications.

IDEAL FOR:

- Truck Stops
- Transfer Stations
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The Guardian's Superior Features

Weight Indicator / Remote Terminal:	Model 225 Digital Weight Indicator
Power:	110 to 230 VAC, 50/60 Hz



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Literature

[Unattended Weighing Systems Bulletin](#)



Project Scope Issues



Project Scope Issues

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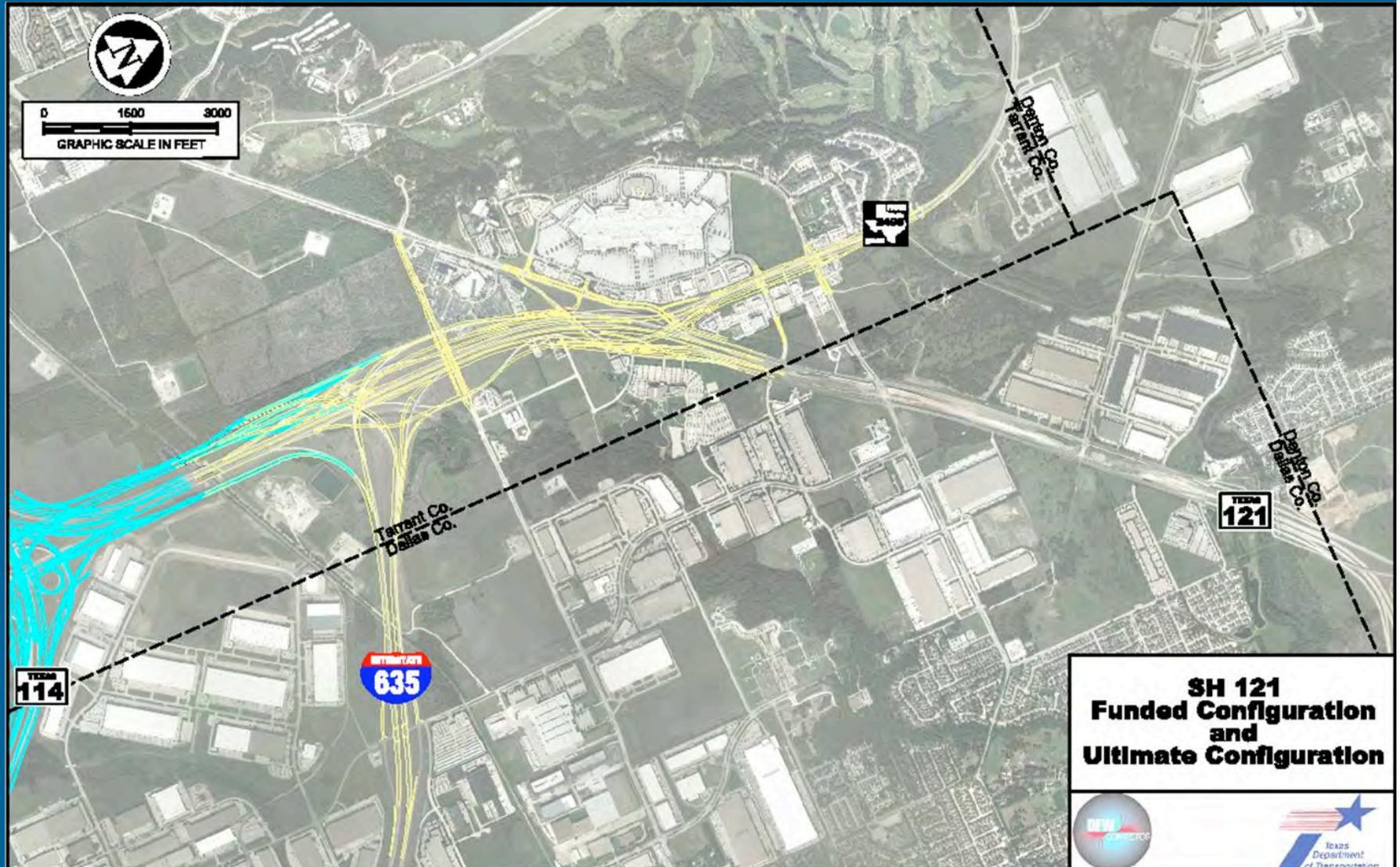


**DFW Connector
Funded Configuration
with SH 121 Section 13**



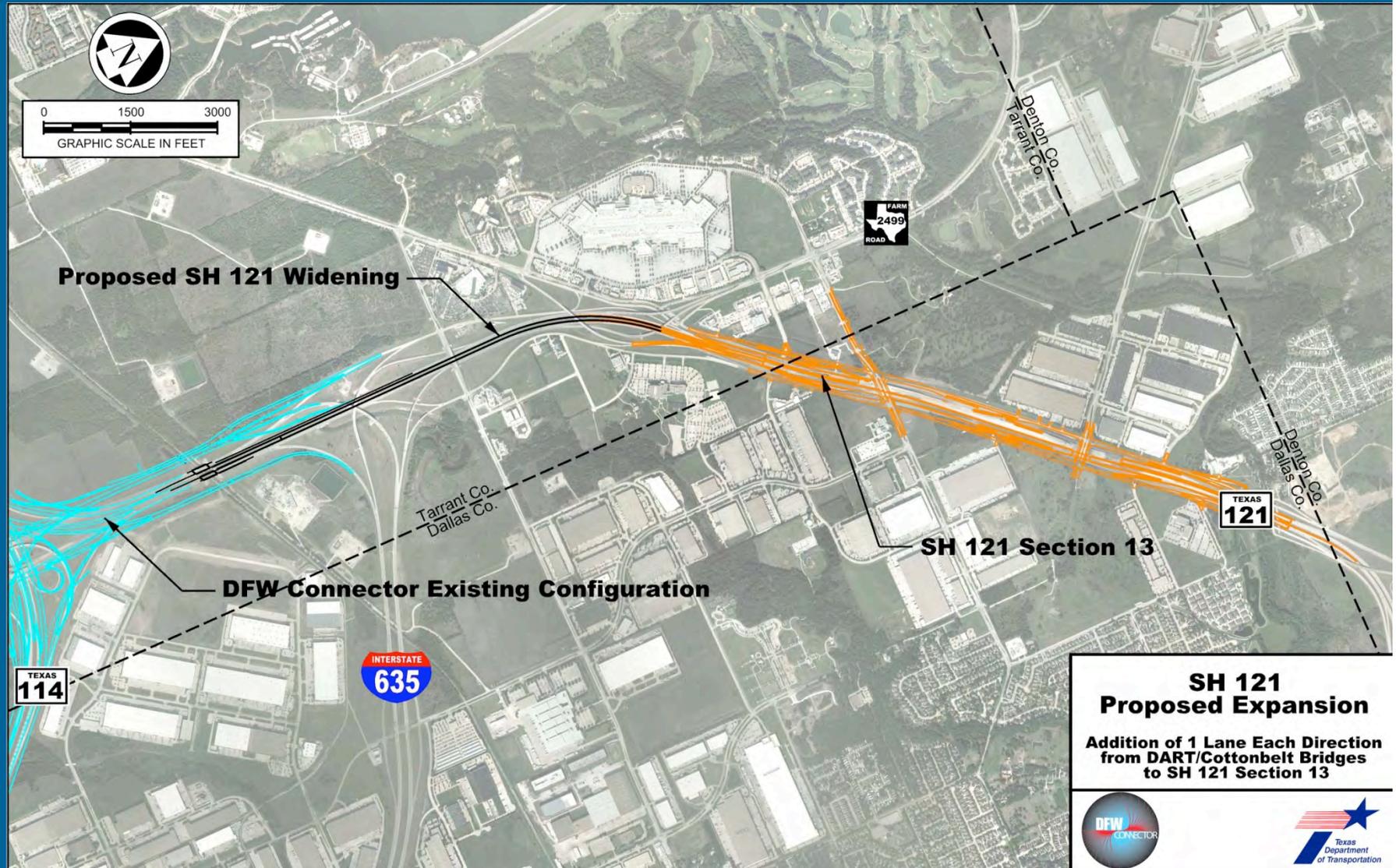
Project Scope Issues

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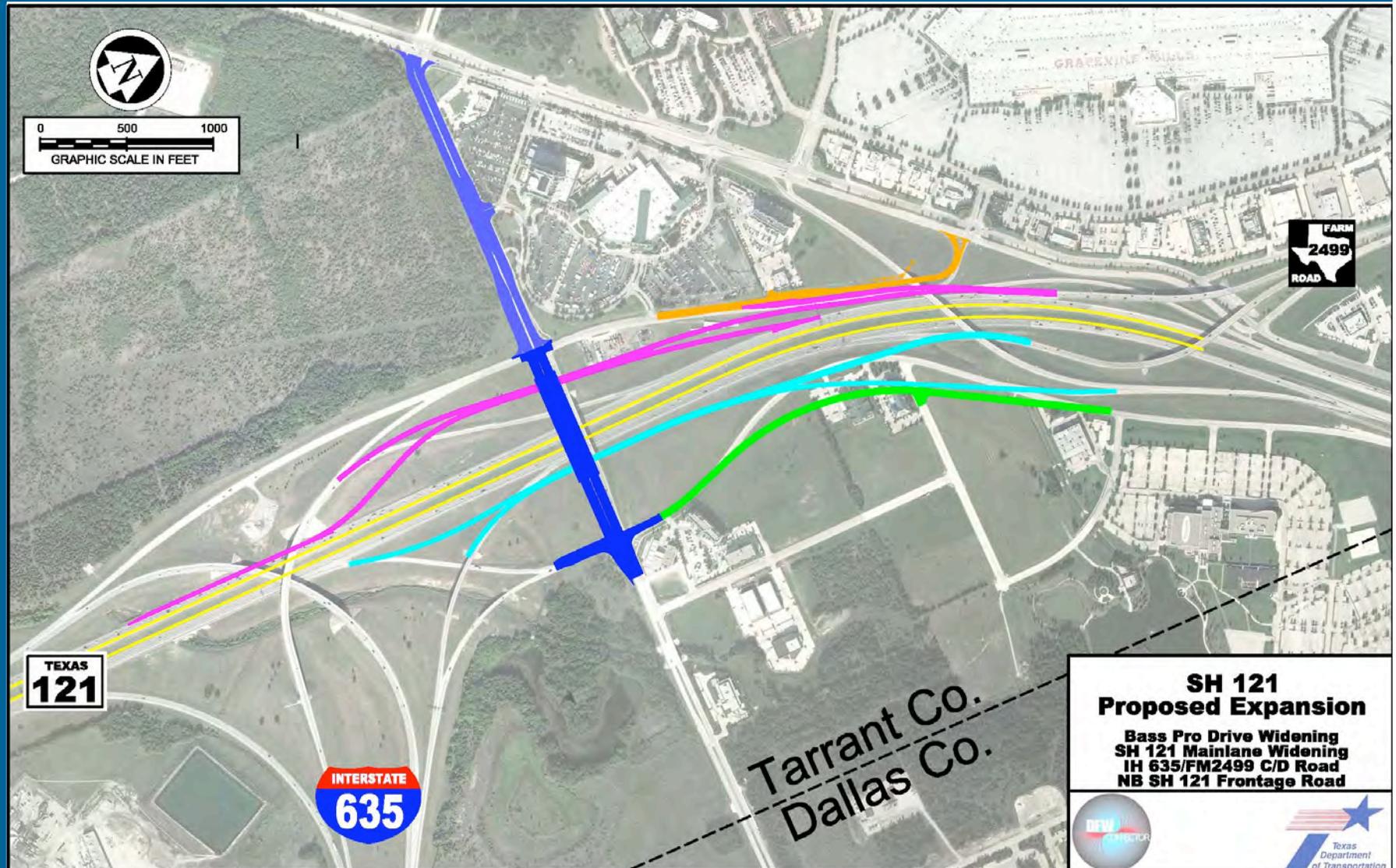


Project Scope Issues



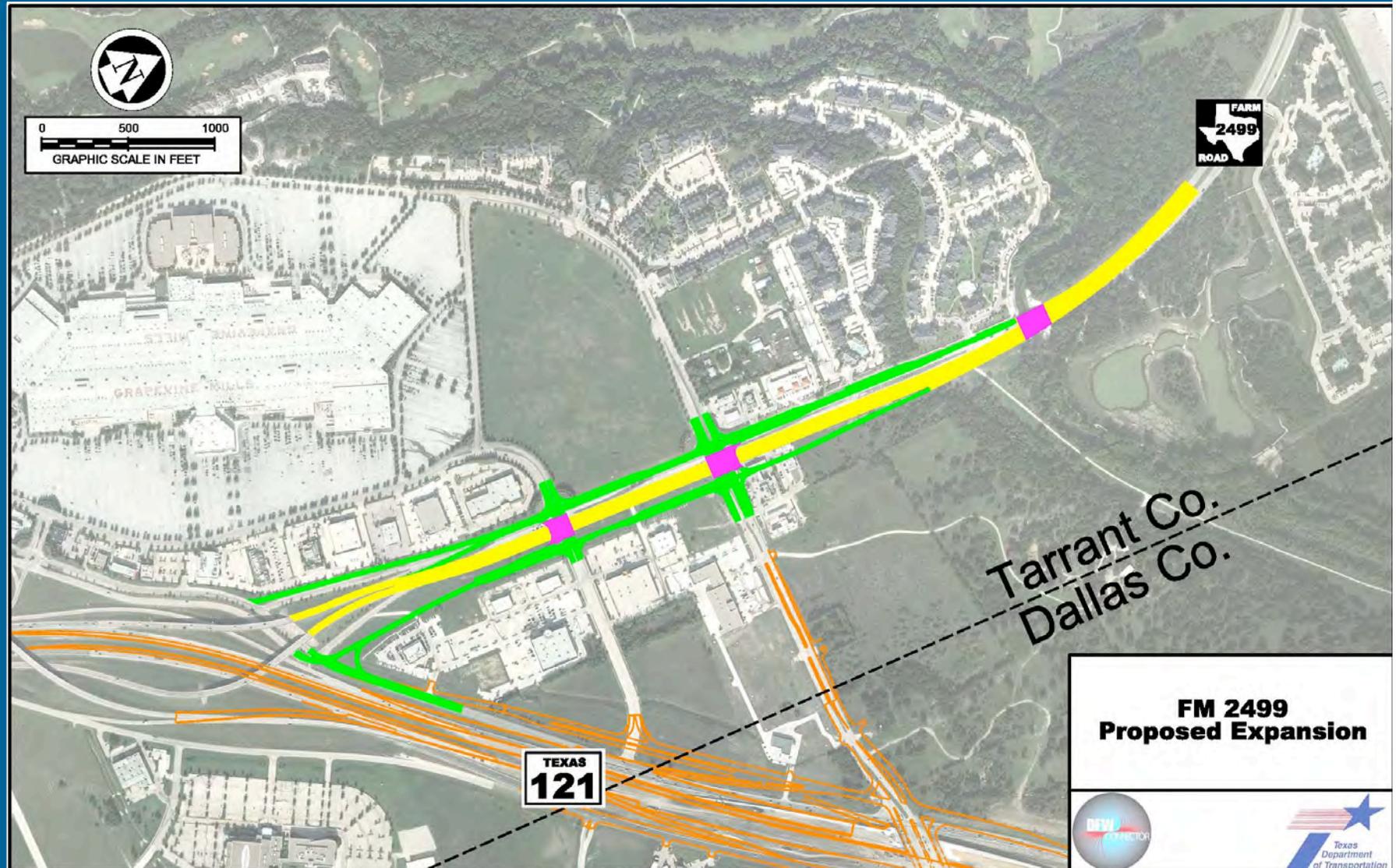
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**FM 2499
Proposed Expansion**



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Questions

